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The Daily Press.

HONGKONG OFFICE: 14, DES VEAUX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 3rd July, 1901

News from North China is the reverse of encouraging. Within the past few days we have heard that the rebellious chiefs, Prince Tuan and General Tung Fushiang are actually attempting to prevent by force of arms the return of the Imperial Court to Peking. The former is reported to be marching on Peking itself, while the latter is said to be going to Taiyuanfu. The first part of the story does not seem probable, unless Prince Tuan possesses some remarkable power of locomotion, for he was but a short time ago in the recesses of Mongolia. That Tung Fushiang, however, is making for Taiyuanfu is supported by the appeal, dated the 10th ult., of the Roman Catholic Vicar-General there for German troops to defend the place. Considering the advanced state of the evacuation proceedings, it is difficult to see how the Vicar-General expects German forces suddenly to reach the heart of Shansi. It is of course eminently desirable that no anti-Imperial army should occupy so important a point between Hsinifu and Peking as is Taiyuanfu. But a march of European troops into Shansi, unless at the desire of the Chinese Government, would certainly precipitate a worse crisis than ever. If Taiyuanfu is actually threatened, it should be defended by the Imperial army, whatever that may now be, or better by the drilled troops of the Viceroy of Chihli and the Hu Kuang. The loyal Viceroy has at his disposal far better Chinese soldiers than any General Tung Fushiang can now command. The Allies should of course do all that is in their power to assist the party of order. In some degree, at least, we have helped to disorganise the military and police system of China, so that it becomes our duty, as well as our advantage, to do all we can to build it up again on a sounder basis.

The main difficulty in the position lies in the fact that the Imperial Court, whose return to Peking is so essential to the welfare of China, cannot be stirred up to cast ceremonial to the winds and leave Hsinifu at once. The date of return has now been fixed by edict for the 1st September, and it will be a piece of rare fortune if when that day arrives the Court is on its way to the old capital. The Emperor is still, it would seem, a helpless prisoner. Indeed he is, as Mr. Coxon is reported by SUN YAT-SEN

to have called him, "a very child," and the idea of his being able to assert himself need not be entertained. As for those who now guide the Imperial will, they seem amenable to fear and to pressure from the loyal Viceroy. The only way in which they can be reached is through these same Viceroy. The one possible solution of the problem appears to be a further stiffening of the friendly officials by the advice of the Allies. This policy has achieved the best results throughout the crisis of last year and this, and it will be by a continuance of it, if at all, that the crisis will be brought to an end. A fresh demonstration of European military force would be fatal, but a vigorous display on the part of the patriotic Viceroy promises to save the situation. If it be necessary, they can oppose to outlaws like Prince Tuan, Tung, and their followers an army better in every way. In the meantime they can keep up the pressure on the timid and vacillating Court. This at least seems to be China's best hope.

The transport *Umta* arrived here from the North yesterday with mules and a section of the Native Hospital Corps.

Captain Bancroft, R.W.F., has been granted eight months' leave on medical certificate, the leave to date from the 29th ult.

On the 28th ult. the vessels in Amoy harbour included the German cruiser *Geier* and the Customs Revenue cruiser *Chuen-tiao*.

The *Universal Gazette* learns that the Plenipotentiaries at Peking have given the contract of lighting the streets of Peking to Messrs. Mandl and Co., of Tientsin.

The chartered transport *Clavering* left this port yesterday afternoon at two o'clock for the North, followed by the transport *Rajah*. The steamer *Hinda* is to leave to-day also for the North.

The pumping out of the dredger *Ganton River* was commenced yesterday, but the work had to be stopped on account of the existence of several leaks. Operations will be resumed to-day.

The Hongkong Volunteer Corps parades at Headquarters on Tuesday, 9th inst., at 5.15 p.m., when H.E. the Governor will present his Shield for musketry for the winning team, "D" Company.

At the annual meeting of the China Branch of the Royal Asiatic Society in Shanghai on the 25th ult., the only special matter was an expression of regret at the departure of Mr. Byron Brown, H.B.M.'s Consul-General.

The Secretary of the Hongkong General Chamber of Commerce informed us yesterday morning that the Chamber learnt from the Government that a telegram has been received from H.B.M.'s Consul at Foochow to the effect that quarantine is imposed at that port on vessels from Hongkong, Swatow, and Amoy. Later we received a Government notification to the same effect.

The attention of readers is drawn to the Volunteer promenade concert, in aid of the Band fund, at Headquarters this evening, commencing at nine o'clock. The programme is an excellent one, and includes such well-known entertainers as Mr. G. P. Lammert, Arm-Sergeant, and Sergeant French. The band of the 3rd Madras Light Infantry is responsible for the instrumental part of the programme.

The latest report states that the Manchurian railway is making fast progress, and connection with Vladivostok will be effected in the near future. Russia intends to station two army corps in Manchuria and Eastern Siberia, ostensibly for the protection of the railway. Each corps will consist of 25,000 men and one will be stationed at Blagorostchansk and the other in Manchuria. The latter corps will be placed at the disposal of General Sakharoff. The railway from Port Arthur has been laid as far as Sungale and the work is being pushed on vigorously.

Commenting on the remarkable bravery of the Japanese soldiers, a New York war correspondent says:—"When the Allies lay under fire from the walls of Tientsin, the Japanese held two rows of huts along the south canal. Between these two rows was an open space, commanded by the Chinese fire. A soldier was started with a verbal order across this zone. Within thirty yards he fell dead. Another soldier instantly dashed out with the message, and he fell likewise. Like clockwork a third soldier ran out, and there was a roar of cheers from the Allies as the brave Japanese made the trip in safety."

The *Manila Times* special correspondent thus describes the recently surrendered insurgent General Calles:—"He is built in a slight mould with delicate features. His hair is jet black, his eyes penetrating, and he has what the ladies would call a 'duck of a moustache.' On the whole his appearance is decidedly prepossessing if slightly theatrical, an adjunct that is indispensable as regards Eastern nations. The blood of his Parisian father and his Bombay mother distinguish him from the Filipino natives around him. In address he is courteous with the extreme Spanish courtesy, but it is not overdone. His manners are the same as those of any gentleman. General Calles is but twenty-nine years, although looking much older. He speaks Spanish fluently, but is not, in spite of his French parentage, acquainted with a word of that language. Of cultured mind, he has thoroughly impressed his following with his personality. Aguinaldo is an abstraction with a flowery tongue, but Calles is a presence with a grip."

By the new licensing ordinance in Manila boxing and sparring matches will be taxed \$25 each.

L'Annee du Tonkin revives the discussion on the possibility of a deep water harbour for Tonkin, a project which was mooted in 1935.

The electric tramway to Hanoi is proceeding so rapidly that it is hoped it may be opened on the 14th inst.

Ten prominent and wealthy Chinese in Manila are said to have organised for a stavedoring corporation there with \$500,000 capital.

The squadron of Philippine Cavalry, consisting of four troops of mounted Macabebes, will be retained in the Philippines under the U. S. Army Bill.

The United States naval garrison in Guam is reported to have become utterly demoralised through want of active service, and General Schröder is restoring order with a strong hand.

Rhinodermatitis has been spreading in the Philippines, especially in the island of Panay, where it has carried off large herds of cattle, and the American Board of Health finds itself much hampered in dealing with the epidemic by lack of proper means.

At the time when the water famine at Kuala Lumpur was at its height, the Lake water was pumped into the service reservoir. Thousands of dollars have been spent with this object, but in the meantime the Lake water has been analysed and found to be unfit for consumption.

We have received some copies of a new contemporary, by name *El Tenpo*, printed in Spanish at Iloilo, Island of Panay, in the Philippines. It is a neatly-printed four page daily, bright in character, and evidently appreciates the new order of things under American rule.

Among "Current Topics" noticed in the *Indian Medical Gazette* is an important discovery of Dr. Louis Parkes, that a solution of sodium bisulphide, in the proportion of one gramme to a pint of water, completely destroys the bacillus of typhoid fever, without impairing the potable quality of the water.

A private letter from Chiofo, to Shanghai mentions that Messrs. De Hoste, Taylor, Orr Ewing, Tjader, Moir Duncan, Cressy Smith, and some American missionaries have obtained permission of the British Minister with passports, and have gone forward towards Taiyuanfu—to welcome General Tung Fushiang, we suppose.

On the 19th ult. Mr. Alec Marsh gave a most successful concert at Tientsin, assisted by local amateurs. We note that Mr. Marsh sang "The Sailor's Grave," "O Star of Eve!" the Trenchard's song from *Carmina*, and "Beauty's Eyes," as well as the duet "Exquisite" with Mr. E. I. Cockell. Mr. Marsh was to give another concert in Tientsin on the 29th ult. before leaving for the south.

The question whether there is a future for sugar planters in Java is now arousing attention there, says the *Strait Times* in its "Netherlands India" column. Pessimists say no. They admit that planters in that island have made enormous profits out of sugar in the last few years. But now the situation is changed for the worse. Sugar mills in Java, about 230 in number, will soon have to depend mainly upon Europe as a market. The Java article finds a closed market in Holland owing to the protection given to best sugar. There is no chance of this protective system being done away with for the present. In short there is no hope of a market in Holland, American capital is developing the Cuban sugar industry, which has every chance of occupying a privileged position in American market by the enjoyment of tariff advantages. Formosa, too, at Japanese prompting has many sugar-mills in operation. Thus, Java sugar is threatened in the United States and in Japan.

The Municipal Health Officer at Singapore reports a serious outbreak of malarial fever among the coolies employed on the Kallang Extension Works. Prior to the importation of a number of Punjabis from Assam in the beginning of March, malarial fever had been unknown among the Javanese employed at Kallang, but they began to be attacked soon after the arrival of the Punjabis. On examining the Punjabis, many were found to be suffering from enlarged spleens and anaemia with a previous history of malarial fever. That the infection was not contracted from the turning up of the soil is clear from the fact that the Chinese who were chiefly employed in this work escaped and Javanese who were not employed in excavation were attacked. The Javanese and Punjabi quarters were immediately adjacent to each other—in one case Javanese and Punjabis occupied separate portions of the same building. Specimens of mosquitoes were collected and examined and the *anopheles* identified. Blood from one of these mosquitoes was found to contain the parasite. It seems highly probable that the disease was introduced by the Punjabis and conveyed from them to the other coolies by the mosquitoes. Mosquito-curtains have been provided, and a quantity of quinine and other medicines supplied. Recommendations have also been made to have certain of the quarters hatched, and other quarters, erected in the vicinity of pools where mosquitoes are likely to breed, removed to another site, and erected on a different plan. A number of the sufferers have left and their places taken by others, but the disease seems to have been checked by the precautions taken.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GENERAL NEWS.

LONDON, 1st July, 8.40 p.m.

THE TRADE OF THE UNITED STATES.

The United States' receipts for the year which ended yesterday were \$585,548,809. The expenditure was \$509,947,206. Exports amounted approximately in value to \$1,503,000,000. The Treasury's gold reserve is \$500,000,000.

FRANCE AND FREE PORTS.

The united French Chambers of Commerce have petitioned the Government as to the necessity of establishing free ports at Marseilles, Bordeaux, Dunkirk, and Paris.

REUTER'S SERVICE.

LONDON, 29th June.

AMENDING THE ACCESSION OATH.

The Committee of the House of Lords has reported in favour of an amendment to the Accession Oath by the addition of a declaration affirming disbelief in transubstantiation, and declaring adoration of the Virgin contrary to the Protestant religion.

LONDON, 30th June.

MORE AMERICAN ATHLETIC VICTORIES.

At the London Athletic Club Meeting, the American Kraenzlein won the 120 yards' hurdles in 15.3/5 seconds, beating the British amateur record of 15.4/5 seconds. The high jump was won by the American Baxter with 6 feet 2 inches.

LONDON, 30th June.

THE GREAT MOTOR RACE.

The great motor race between Paris and Berlin was won by the Frenchman Fournier. The warmth of the reception of the motorists everywhere in Germany was remarkable. At a banquet given by the German Automobile Club, the Duke of Ratibor, in toasting President Lobet, referred to the great and gracious French nation.

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 14 fresh cases of plague (Chinese), and 14 deaths (13 Chinese, one other Asiatic).

Mrs. Aloysis dos Remedios, who was removed from 12, Bellicot Terrace, on Monday, suffering from plague, died in the Kennedytown Plague Hospital yesterday morning.

The European patients are all doing well.

INDIANS IN SOUTH AFRICA.

The Indian Colonists in the Transvaal and the Orange River Colony, prior to the British conquest of the Boer States, were placed under certain disabilities by the special legislation which had been framed to restrict their rights and liberties, and they appealed more than once to the Secretary of State for the British Colonies, complaining of the weight and irksomeness of the yoke which the Boers placed upon them. A short abstract of the laws, which clipped the Indian Colonist under Boer regime, is as follows:—Every Indian was compelled to take out a Registration Ticket for 25; when the officials treated the Indians as the natives of the soil, they insisted upon their taking out shilling travelling passes; the railway regulations prevented Indians from travelling first or second class; no Indian could own native gold, or take out a mining license. This did not operate as a speculation. Law 3, of 1885, gave the Government the right to point out to the Indians, for sanitary purposes, certain locations for habitation. An attempt was made before the War to send away all the Indians in Johannesburg to a location nearly five miles from the central part of the town, where it was proposed to restrict their trade also. Certain by-laws in Pretoria prevented the use by the Indians of foot-paths and public vehicles. In the late Orange Free State, the disabilities were not quite so numerous, but were sufficiently so to prevent an Indian erasing, or owning property, or settling in the country. On the demolition of the Boer Governments, the Indian population looked for brighter times and less harsh treatment, but to their mortification and disappointment, the British conquerors have, for the present at all events, unheeded all the ordinances of the late owners of the country, and enforced them with strict British regularity. The Boer did not enforce them in all their details because his Government was lax, but now it is a case of chastisement with a vengeance. The native settler says that it almost makes him sigh for a return to the comparative ease of the "whips." An extensively signed letter of protest has found its way to India, and the aid of the Indian Press is implored.

ADMIRAL SEYMOUR'S FAREWELL.

DINNER AT GOVERNMENT HOUSE.

Yesterday night, on the invitation of H.E. the Governor, Sir Henry A. Blake, G.O.M.G., a distinguished company, including many naval and military officers at present on this station, and representatives of the civil community of the Colony, assembled at Government House to meet Admiral Sir Edward Seymour, G.C.B., who has relinquished the command of the China station and is on the eve of departure for home. Those present were H.E. the Governor, Admiral Sir E. H. Seymour, Major-General Gascoigne, Mr. Ball Iving, Commodore Powell, Sir Thomas Jackson, the Bishop of Victoria, Colonel Parrot, Hon. J. Stewart Lockhart, C.M.G., Captain Jellicoe, Capt. Tildard, Col. The O'Gorman, Captain Murray Ramsey, Hon. W. Chatham, Hon. Dr. Ho Kai, Col. Retallick, Capt. Pakenham, Col. Bertie, Major Littledale, Capt. Tuke, Commander Barrett, Mr. Wilcox, Mr. Veitch, Mr. Turner, Hon. J. Thurburn, His Honour A. G. Wise, Hon. T. H. Whitehead, Col. Hughes, Hon. F. A. May, Major Kettlewell, Capt. Trevisan, Col. Welchman, Mr. Taylor, Mr. E. H. Sharp, Staff-Surgeon Vasey, Mr. Norton Kythe, His Honour T. Sercombe Smith, Deputy Inspector General Drew, Hon. A. W. Brown, Col. Wheeler, Mr. Ritchie, Mr. Irving, Capt. Orpen, Mr. Francis, Col. Teverham, Mr. Poste, Hon. W. Messer, Mr. Wei Yuk, Mr. H. E. Pollock, Mr. Fair, Dr. Bell, Capt. Ward, Mr. Van der Ploffen, Mr. C. S. Sharp, Mr. Gillies, Mr. Mottion, Mr. R. F. Johnston, Capt. Sanders, A.D.C., Lieut. Blake, A.D.C., and the representatives of the Press.

At the conclusion of the dinner, the health of the King, having been drunk, and also that of the Queen, the Duke and Duchess of Cornwall and York, and the rest of the Royal Family, the toast of "The Army, Navy, and Volunteers," proposed by Sir THOMAS JACKSON, and answered by H.E. Major-General Gascoigne and Commodore POWELL, followed. His Excellency then rose to propose the toast of the evening, and said—I now ask you to join with me in drinking the health of my valued friend and guest, Sir Edward Seymour, and in wishing him God-speed on his retirement from this important command that he has filled for the past three and a half years with such brilliant success. Entering the Service during the throes of the Crimean War, Sir Edward Seymour received his baptism of fire in the Black Sea, and from that time to this he has never been for many years together beyond the sound of the shot and the roar of the guns, whether on the coast of Africa, where he was wounded, in the Egyptian War, or three times on active service on what must now be to him the well-known coast of China. During this last period of service on the coast of China, Admiral Seymour's command has embraced probably the most thrilling period of the history of this Chinese Empire with Western Nations. Fifteen months ago China seemed to be in its usual state of practical quiescence. Now and again there were incidents that might be regarded as normal evidences of sub-acute irritation. But there was nothing to show the world at large that the Boer Movement in Shantung would involve almost all the northern provinces and would result in the carnival of blood that devastated the province of Chihli from that time down to a recent period. When those urgent messages of the 8th and 9th of June came to the fleets of the eight nations lying at Taku that the Legations were in grave peril and help must come at once or it would be too late, no time was lost in landing two thousand men, of whom 900 were British, and of this column Admiral Seymour took command. The history of that gallant attempt to relieve the Legations you have all read: The hurried advance in which not a moment was lost; the evident belief of everybody that Boer opposition would melt away like mist before the sun; the discovery that the railway was destroyed in front and broken up in rear, while the column was attacked with a dogged courage and pertinacity that proved how little we know of the possibilities in China, when the people are roused to a state of fanatical frenzy. For seven long days the column fought its way back, attacked day by day by Imperial troops, who had now joined the Boers, pounded by horse artillery that they could not reach, and slowly dragging the junks laden with their ever-increasing tale of wounded over the shallow waters of the Peiho. Every village and town was doggedly defended and had to be taken by assault. At the assault upon the large town of Peitsang the Admiral lost for a time the service of his flag captain, and right hand, Captain Jellicoe, who fell shot clean through the lung, but whom I welcome among us this evening once more hale and sound. At length, weary and fagged, with ammunition expended and almost the last ration consumed, the column flung itself into the Arsenal at Heiku—that was gallantly carried by a charge of British marines under Colonel Johnston, and where it found supplies of food and stores of ammunition that enabled them to repel the continued attacks upon it until the ultimate relief by a column from Tientsin, when it returned, having lost one seventh of the force in killed and wounded. It was a gallant attempt, and the undoubted courage of the unceasing attacks was the measure of the valor of those who brought their wounded safely through. And all through that trying time Admiral Seymour gave another proof that in him England possesses a man with all the best qualities of a leader—quickness of conception, courage in action, and coolness in difficulties. Unsuccessful as was that attempt it was, as I say, gallantly made, and in looking back upon the episode Sir Edward Seymour may well remember Addison's couplet—

"Tis not in mortals to command success,
But we'll do more, Sempronius, we'll deserve it."

So much for Sir Edward Seymour as a warrior, but history will assuredly one day tell how deeply we are indebted to him for the statesmanlike qualities that have done so much to assuage the difficulties of the past twelve months. We will say nothing of an iron hand, but surely an iron determination to support the dignity and the interests of his country was never clothed in a more courteous exterior, and I believe that Sir Edward Seymour carries away with him the friendship as well as the respect of the allied leaders and the two great Viceroys on the Yangtze whose attitude of true patriotism during the late trying times ought to earn for them the deep respect of all right-thinking men. Personally I thank Sir Edward Seymour for the readiness with which he has always met every request from us as to precautions for the protection of the trade of Hongkong in the West River, and I wish him, as I know you do, God-speed and a long life of further usefulness in the noble profession of which he is so brilliant an ornament.

Admiral Sir EDWARD SEYMOUR, whose rising was the signal for prolonged applause, in reply, said—Sir Henry Blake and gentlemen, I rise with much pleasure to thank you for the very friendly and yet, I must say, too flattering expressions with which you have kindly proposed my health, and also to thank you most sincerely for the extremely kindly way you have drunk the toast. It would be still more difficult for me to find words to express my feelings with regard to the position of last year, to which His Excellency has so kindly alluded. Anything that happened on that occasion was due more to the services of those who were with me, and let it be clearly understood that I refer equally to the forces of our own country and to those of the seven other nations who were with us. (Hear, hear.) The unanimity existing on that occasion was perfectly remarkable, and possibly almost unparalleled in the history of the eight nations brought together under such circumstances. I think the whole position is well summed up in what Shakespeare has said—"One touch of nature makes the whole world kin." (Applause.) I shall leave China with very agreeable recollections. It is forty-four years since I first came into the harbour—possibly longer ago than, or as long ago as, anyone listening to me can remember. China undoubtedly has interested me more than any other part of the world. It will be with especially pleasing recollections that I shall part from Hongkong. This is, I think, one of the greatest sea-ports of the world, and a sea-port possessing the intensest importance to China, not only with regard to Britain, but also with regard to the other nations. To have been entertained here by His Excellency the distinguished Governor of this Colony, and to be met by and have my health drunk by the gentleman representative of the Colony, is an honour and pleasure I shall never forget. I do not wish to talk about myself, more than I can possibly help, but I cannot help remembering I have had the honour of serving under Sir M. Calms Seymour and Sir James Hope—two distinguished Admirals not forgotten in China yet. I have endeavoured, though only in an unworthy way, to set those two Admirals before me as my models. (Applause.) I have noticed a great many changes in China. Buildings have sprung up like mushrooms both here and in Kowloon, but I do not allude so much to these changes as to other changes less visible to the eye, but more pertinent to the mind—changes of a commercial nature. When I came to Hongkong forty-four years ago as a midshipman, I might almost say we were without rivals in the commercial supremacy of the Far East. There were some French who tried their qualities, sometimes in war, sometimes in commerce, and therefore honourable and pleasing qualities. Now we have American and German merchants who rival the British merchants. These are the changes, and though rivalry—I say it in no unpleasant sense—now exists in China, as long as that rivalry is honest, we wish our rivals that success and prosperity they may deserve. (Applause.) With regard to the event of the last twelve months in the North to which His Excellency has so eloquently and kindly alluded, the position was very serious, and no one feels more strongly than I do that our expedition was a failure. The world has been kind enough to judge it as an attempt not wrong to make, but I feel distinctly that those who took part in it and everyone of our countrymen who thinks about it know the fact to be as I have stated it. I cannot sit down without just alluding to the two Chinese Viceroys of the Yangtze upon whom His Excellency has commented. They are both well known to me, and I have the greatest regard for them. They are honourable gentlemen, and the term patriotic is, I consider, the most suitable that could be applied to their ruling. (Applause.) Such patriotic ruling is to the benefit of China, and will tend to the preservation of peace and that good feeling and harmony which ought to exist. Your Excellency and gentlemen, I will only ask you again to accept my deep gratitude for the way in which my health has been proposed and also for the way in which you have received the toast. It will be amongst the most pleasant recollections in my life, the evening I have spent amongst you now. (Prolonged applause.)

On the initiative of Sir THOMAS JACKSON, the company rose and sang "He's a jolly good fellow," and gave three rousing cheers for Sir Edward Seymour.

This was the last toast on the card, and the National Anthem having been played, the company dispersed.

LATEST STEAMER MOVEMENT.

The C.P.R. steamer *Empress of Japan* arrived at Yokohama at 9 a.m. on the 1st inst., and left again at 2 p.m. same day for Kobe, where she was due to arrive at 1 p.m. on the 2nd inst.

THE SANTA CASA DA MISERICORDIA OF MACAO.

REPORT OF THE COMMISSION OF ENQUIRY.
From recent notes appearing in these columns from our Macao correspondent, our readers will have seen that some excitement was caused in the Portuguese colony in connection with the late election of new directors of the Santa Casa da Misericordia. As an outcome of party politics, certain influences appear to have been published in the Portuguese press alleging the existence of corruption in the administration of the benevolent institution. We have received from our correspondent the report of the Commission of Enquiry appointed by H.E. the Governor of Macao. The following is our correspondent's communication:—

Macao, 1st July.
At a meeting, held on the 19th June, of the Directors of the Santa Casa da Misericordia, it was resolved that His Excellency the Governor be requested to appoint a Committee to inquire into the direction of the Santa Casa during the last two years. In the letter to the Colonial Secretary asking for the inquiry, it was stated that the Board, being satisfied that the affairs of the institution had been conducted with earnestness, zeal, disinterestedness and honesty, cannot refrain from protesting against the insinuations and suspicions of their conduct which appeared in the newspaper *O Porvir*.

Accordingly, by Proclamation No. 40, dated the 21st June, 1901, the Commission was appointed. The following is a rough translation of the text of the proclamation:—

Whereas it is just that the right of defence should be accorded without restriction to those who seek it; and whereas the Board of the Santa Casa have requested that a Commission be appointed to inquire into their conduct with a view to defend themselves against the rumours that have been put into circulation in respect of their administration; and whereas the main subsidy of the Santa Casa da Misericordia is that derived monthly from the lottery, and it is desirable that this source of revenue be not impaired in any way and so retain the good name which it has earned; and whereas the Enquiry, if affecting the question of the lottery alone, will be the means of enlightening the Public in respect of its administration; it is therefore expedient to appoint a Commission consisting of the Chief Justice, Dr. Albano de Magalhães as president, with L. Cardoso and A. J. Brandão as members, to conduct a searching enquiry into the management of the affairs of the Santa Casa da Misericordia of Macao during the two years last passed.

By Proclamation No. 41 of the 22nd June, the Colonial Secretary was appointed chairman of the Commission vice Dr. Magalhães.

Having duly prosecuted their enquiry, the Commission forwarded their report, dated the 27th June, to the Governor, as follows:—

"Sir,—The Commission appointed by proclamation No. 40 of the 21st instant, to inquire into the management of the affairs of the Santa Casa da Misericordia of this city by the present board of directors, beg to submit to Your Excellency in this report the synthesis of their enquiry and the conclusions they have arrived at. On the day following their appointment, the Commission met at the offices of the benevolent institution in question. In the presence of the board of directors and with assistance of the administrator do concelho (a public officer) they examined and found that the cash in hand and other valuable securities, valued with the respective entries in the books of the institution. The Commission then examined the books and found them to be duly authenticated and posted up to date, the accounts being kept by the double entry system as being the more convenient form of bookkeeping. The accounts relating to the lottery are kept in a separate set of books, in accordance with instructions framed by Government. No irregularity was observed as regards these books, and the cash balances arising from each monthly drawing of the lottery, as shown by the respective books, were duly and properly transferred to the 'general cash book.' The lottery has been the principal source of revenue of this institution and contributed to the increase of its funds, which have been employed in the purchase of shares of various public companies with their head offices in the neighbouring colony of Hongkong. The utmost caution has invariably dictated the choice of the investment of the funds in order to obtain the greatest security. The market rates of the day of the shares held by the Santa Casa show an appreciation of from 40 to 50 per cent. over and above the rates at which they were purchased. Furthermore, it should be noted that the dividends paid by the Companies represent an annual income of eight per cent. on the capital invested. Recently the board, duly authorised, sold the shares which they held in the Hongkong, Canton, and Macao Steamboat Co., Ltd., so as to have the funds wherewith to make a loan to the Leal Senado. This sale resulted in a profit equivalent to 18.51 per cent. This is good evidence of the successful administration of the institution and of the sound judgment that directs it.

"The institutions under the immediate charge of this corporation, like the St. Raphael Hospital, the asylums and others, are carefully managed. Their expenditure has not exceeded the sums authorised by the estimates.
"Moreover, the Commission have to state that this institution is at the present time in a very flourishing condition, due, no doubt, to an honest and judicious administration that has devoted its utmost care and zeal to the management of the lottery which is now most creditable, and that has strictly carried out the conditions imposed by Government for the drawing of the lottery and for its general management. The board have likewise properly observed the stipulations of the contract between the board and the concessionaires for the sale of the tickets. These concessionaires, having previously entered into a bond, receive the full number of the tickets according to the prospectus. The tickets are then sealed by them with their particular seals and then forthwith offered for sale in the manner best suited to their convenience, without the least interference in any respect on the part of the board of directors of the institution in question."

"The Colonial Secretary, in transmitting, by direction of the Governor, a copy of the Commission's report to the Governor of the Santa Casa, writes, under date the 28th June, 1901, as follows:—His Excellency congratulates the board under your worthy presidency not only for the high degree of prosperity which the Santa Casa da Misericordia of Macao has now attained, but also for the careful, zealous, and honest administration which has presided over the destinies of so useful an institution, as clearly evidenced by the report of the Commission of Enquiry."

"The Commission, in its report, states that the Santa Casa da Misericordia of Macao has now attained, but also for the careful, zealous, and honest administration which has presided over the destinies of so useful an institution, as clearly evidenced by the report of the Commission of Enquiry."

Beware
of the Party offering imitations of MACNIVEN & CAMERON'S PENS.
"They come as a Bait and a Blessing to me, The Pickwick, the Owl, and the Waverley Pen. Sold at all Stationers, Waverley Macniven & Cameron, Ltd., Works, Edinburgh [1890-3]

tion imposed by Government for the drawing of the lottery and for its general management. The board have likewise properly observed the stipulations of the contract between the board and the concessionaires for the sale of the tickets. These concessionaires, having previously entered into a bond, receive the full number of the tickets according to the prospectus. The tickets are then sealed by them with their particular seals and then forthwith offered for sale in the manner best suited to their convenience, without the least interference in any respect on the part of the board of directors of the institution in question."

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THE PHILIPPINES.

[FROM OUR CORRESPONDENT.]

Santa Cruz, 24th June.

THE SURRENDER OF GENERAL CAILLES.
Yesterday and the day before Santa Cruz was in a wild state of excitement owing to the preparations for the surrender of General Juan Cailles and all that is left of his army. For the last week he has enjoyed by special agreement, the uncollected possession of the pretty town of Paganjan, three miles to the eastward, and there he has concentrated some four or five hundred men armed with rifles. Through some recent quarrel, Colonel Pedro Caballes left the town with one hundred men on Friday night. At twelve o'clock last night a native came into Santa Cruz to say that Caballes and his command had patched up the row with Cailles and returned; but shortly after daylight this morning an American civilian who spent the night at Paganjan, came to headquarters and reported that Caballes had again taken to the mountains with all his command except about a dozen men. This is most unfortunate, as it seriously interferes with the general pacification of the district.

All yesterday launches were coming up from Manila with officers, newspaper men, photographers and numerous curious civilians. The little hotel is completely swamped and people are seeking beds or even floor-room in all parts of the town. As early as the sun was visible this morning the inhabitants began to collect at various points of vantage, such as the public square, the roofs of high houses, and some even found their way into the church tower, from which place they could see the road to Paganjan. Cameras were visible everywhere. At last about eight o'clock some one spied the struggling column through the coconut groves and gave the word, and in a few minutes the head of the insurgent command came into view at the entrance of the town. It was led by a string band of some twenty pieces and a small police guard to clear the way. Then came a company of troops under Colonel Guevarra. This was followed by a mixed brass band, and Cailles and staff on horseback came immediately after. His guard was composed of a veteran company armed with rifles that had been captured and stolen from the Americans. Some of them wore American shoes and equipment. The column numbered 388 men armed with rifles and a miscellaneous mob of unorganised bolomen. The end was formed by the civil officials and local presidents who had been serving in Cailles's town governments. The crowd marched past General Sumner's headquarters, where the General and staff were lined up in front of the entrance. The Americans did not wear their side arms.

THE ARMY ATTEND MASS.
After the usual salutes Cailles took his men to the church courtyard, where they were formed in two long lines with a large, handsome silk insurgent flag at the head. In a few moments they marched into the church and assisted at the mass. Cailles's trumpet blew taps and a few bars of church music, while everyone stood at attention. This pretty ceremony was in honour of all those who have lost their lives in the campaign. After mass they reformed and marched past a group of American officers and dropped their arms in a pile. As each man laid down his gun he received a slip of paper entitling him to \$30 Mexican, which is the price paid for a surrendered rifle.

CAILLES REFUSES THE MONEY.
Cailles refused to receive the money, saying the guns had been given to his men by the Filipino people, and hence he could not sell them to anyone—he could only surrender them. He was very much excited, and suddenly he burst into tears and many of his men wept with him. The insurgent officers formed themselves opposite the stock of guns and as each man was given his \$30 certificate he dropped it into a huncherchief held by his officers. When the surrender was completed these slips were returned to General Sumner. The money offered these men would have amounted to \$11,640 and by refusing it they made a great sacrifice. \$30 would be a fortune to some of those poor fellows, who have probably not seen a dollar for months.

While the men were still crowded about the courtyard, Cailles made a short speech in Tagalog bidding his comrades good-bye, and urging them to return to their homes and become good American citizens. He was visibly labouring under a great strain and before he had finished he collapsed and fell to his knees. Water was brought and he was supported by his officers. He recovered very quickly and went to General Sumner's headquarters, where he introduced his officers and also his civil officials many of whom had been successfully carrying

on a government right under the noses of the Americans. He then accompanied the General and his staff to the bandstand in the main plaza and took the oath of allegiance to the United States. The ceremony was concluded by the playing of the National Anthem and then the officers went to lunch. In the afternoon the soldiers assembled and took the oath of allegiance and then they were liberated and allowed to go where they pleased.

AN AMERICAN DESERTER CAUGHT.
Deserter Frank Meekin, 37th U.S. Volunteers, came into town and surrendered with the insurgents. He has been with Cailles for months on the mountains. He was not discovered until about noon-time, and then he was confined in the guard-house in irons. It is expected that he will be tried in Manila; though his status is somewhat indefinite. There is a clause on the act providing for the volunteer army, which cannot be finally interpreted without reference to Washington. Under this clause it may be that Meekin will escape, since his regiment was a volunteer organisation which was mustered out of the service some weeks ago.

This evening the inhabitants of the town will give Cailles and his officers a grand reception and dance, and to-morrow he will accompany General Sumner to Manila and visit General McArthur and President Taft.

His officers are a fine looking set of Filipinos. His chief of staff, Colonel Infanta, spent some years in Hongkong and Australia, and speaks English. The men were fairly well uniformed and they drilled better than any Filipino troops that I have seen, but many of them are mere boys. Several bear ugly scars, of which they are justly proud.

There is much jealousy between the military men and the Federal Party leaders. Each side feels that Cailles's surrender is due to their particular efforts. There is no doubt that the Federals have been very active in bringing about surrenders and establishing communication and negotiations, but it should not be forgotten that troops have chased the Filipinos day and night until they were in a splendid frame of mind to consider surrenders. The finish of Cailles's army breaks up the last organised opposition of any importance in the island of Iloilo.

POLICE COURT.

Tuesday, 2nd July.

BEFORE MR. HAZELAND.

THE BUILDING COLLAPSE IN HIGH STREET.
The enquiry into the collapse of buildings Nos. 45 and 47, High Street, was resumed yesterday afternoon at 2.30 p.m.

Mr. Tooker suggested that Mr. Warren be recalled to answer a few more questions. This suggestion was accepted.

His Worship—What question do you suggest?

Mr. Tooker—Mr. Warren told you during the last examination that he did not examine the foundations. How then did he draw them on the plan?

Mr. Warren—I simply drew the foundations without previous examination.

Mr. Tooker—That is all I wish to ask.

Mr. Tooker, being recalled, stated in answer to Mr. Warren's previous statement as to its being the duty of a person drawing plans for reconstruction to examine first the foundation, but that this was never done, and he could not credit the statement.

His Worship—Have you ever known of a case where an architect refused to permit an addition to a building?

Mr. Tooker—I have known of cases where architects refused to increase the height of buildings after examining the foundation, declaring that the walls would not carry extra weight.

His Worship—Do you claim the extra weight brought down the buildings?

Mr. Tooker—Yes, Sir, the extra weight of the west wall and the two extra windows put in were the cause of the collapse.

Mr. Warren—With regard to Mr. Tooker's statement that the foundation was faulty, he said the wall was unable to bear the additional weight. I cannot see what has got to do with the foundation.

Mr. Tooker replied he meant both foundation and wall.

The contractor, Mok Li, was then called and said that he contracted to put on an extra floor on the houses 35 to 40.

Inspector Baker suggested that the witness be asked if he was not part owner of the buildings. Witness said he was.

His Worship—Whom did you get to draw the plan?

Mok Li—Mr. Warren.

His Worship—With reference to the plan, how is it that you pulled down of the western wall of No. 49 twelve feet more than was originally shown in the plan?

Mok Li—I was afraid the old wall was not strong enough to bear additional weight.

His Worship—Am I to understand then that you pulled down twelve feet more to build a stronger wall?

Mok Li—Yes.

His Worship—Why did you put in two extra windows?

Mok Li—I put in the two extra windows to make the wall stronger.

Mr. Tooker—Is he not aware that before he deviates from the plan in building, he must obtain permission from the Public Works Department?

Mok Li—Yes.

His Worship—Why did you not do it in this case?

No answer.

His Worship—The plan did not show the two extra windows and extra twelve feet of wall pulled away. Why did you not conform to it?

Mok Li—I cut the wall away to make the house stronger.

His Worship—The question is, why did you not conform to the plan?

Mok Li—The houses are my own and the expenses and loss have to come out of my own pocket.

His Worship—This is a peculiar sort of logic.

asked why he did not tell Mr. Warren he was going to deviate from the plan, witness said that as the houses were his own, he thought he could build as he liked, without further reference to others.

Mr. Tooker—How long have you been in the Colony as contractor?

Mok Li—Five years.

His Worship—Did Mr. Warren have anything to do with the superintendence of the buildings?

Mok Li—Yes.

His Worship—Did he ever come there?

Mok Li—Yes.

His Worship—How often?

He did not know.

Mr. Warren claimed never to have been there.

Mr. Tooker wished to know if Mr. Warren was paid for the superintendence of the buildings, but did not know if it was a fair question to ask.

Mr. Warren—I may mention to your Worship that I was only paid for drawing the plans and nothing more.

This closed the enquiry, his Worship stating that he was satisfied that the men died through injuries received in the collapse of the buildings according to Dr. Bell's evidence previously given, and that he would send the papers of the enquiry to the Attorney-General for decision.

BEFORE MR. KEMP.

ILLICIT OPIUM.

Chief Excise Officer Spooner presented a Chinese for being in possession of five tacks of dress opium without the necessary certificate. He was fined \$40.

DRUNK AND DISORDERLY.

John Garner, who had been arrested on Monday evening for being drunk and disorderly and released on \$5 bail, failed to appear to answer the charge. His bail was consequently ordered to be forfeited.

HAUKING WITHOUT A LICENSE.

There were a dozen cases of hawking vegetables without a license, and the customary punishment was exacted of a \$2 fine, or seven days' imprisonment.

RECKLESSLY DRIVING A TRUCK.

Sergeant McIlroy was patrolling in Des Vaux Road near Western Street on Monday afternoon, when he saw approaching a truck laden with packing boxes and propelled by two coolies. The horses obstructed the coolies' view, and they ran amongst some telephone wires, doing slight damage. They were arrested by the sergeant and at the Police Court were charged (1) with recklessly driving a truck, to the common danger of passengers, and (2) damaging telephone wires, the property of the Government.

The defendants pleaded guilty, and their fines, with compensation of the damaged telephone wires, came to \$8.50 each.

CONSULAR REPORTS.

HONG KONG AND OKAWA.

Mr. Consul Hall in the just published report on the trade of Hong Kong and Okawa in 1899, says:—A special interest attaches to the figures of the foreign trade of this district during 1899 as compared with previous years. For last year was the first in Japan's new career under the revised treaties which threw open the whole country to foreigners for residence and trade, and at the same time raised the rate of the old 5 per cent. tariff under which the commerce of the country had made such giant strides to a stiff protectionist rate of more than treble that amount on the average. There was also another change, which although not of the same intrinsic importance as the other two just mentioned, has a more immediate bearing on the task before me of comparing the movement of the trade of last year with its course in the few preceding years. This was a change in the mode of assessing for duty the value of imports. As has frequently been pointed out in previous trade reports, under the old tariff which expired with 1898, import duty was charged upon the value of the goods at the port of shipment, whereas under the new tariff the value is taken as at the port of discharge; making a difference of at least 15 per cent. additional in the assessed value of the goods.

The influence of this change will, of course, diminish with each succeeding year; but for the purpose of comparing the figures of 1899 with previous years it claims prominent mention. It serves to explain some seeming anomalies in the comparative tables published by the Finance Department in the last Annual Customs Returns. The only notice of it in that Blue Book occurs in a note at the foot of the first page, which, without making any reference to the previous system of valuation, merely states that:—"The value of imported articles shall be the actual cost of the articles at the place of production or fabrication with the addition of packing charges, cost of transportation, insurance and other charges incurred up to the arrival of the articles at the port of importation."

So much by way of preliminary precaution when dealing with the official figures as data for comparison. I have deemed it all the more necessary to mention the point as it seems to have been passed over in the comments of the native Press and even in some foreign journals.

It would appear, then, from the official returns that in 1899 the foreign trade of this district, that is, of the two parts of Kobe and Osaka, compared with the trade of the preceding year, was:—

	Value.	1899.	1898.
Imports	£12,922,880	£14,456,548	
Exports	8,233,871	6,330,138	
Total	£21,156,751	£20,786,686	

showing a considerable drop in imports, but a larger gain in exports, and on the total trade an apparent increase of over £370,000.

But when the correction required as above noted is made for the imports of 1898 by adding 15 per cent. the figures should stand thus:—

	Value.	1899.	1898.
Imports	£12,922,880	£14,456,548	
Exports	8,233,871	6,330,138	
Total	£21,156,751	£22,915,568	

Decrease in 1899, £1,758,817 thus showing, instead of an increase of nearly 2 per cent., an actual decrease of over 7 per cent.

On the other hand, it must be remembered that 1898 was not altogether a normal year, inasmuch as there was a great influx of imports towards the close of it, in order to secure the advantage of the lower duties under the old expiring tariff. Against this consideration, however, must be weighed the fact that the rice crop of 1898 was much larger than the average, and should in the ordinary course have been followed by a marked expansion in the volume of foreign trade. On striking a balance of these opposing factors it is impossible to deny that 1899, the first year of the new tariff, was marked by an unprecedented check in the advance of the import trade of the port.

LIFE AND VIGOUR FOR THE HAIR.—The only article which really possesses nutritious virtues for stimulating and restoring the hair, is ROWLAND'S MACASSAR OIL. It removes dandruff, hardiness, dries, prevents the hair being injured by illness, and should always be used for children's hair; no other article imparts such a beautiful and dresy appearance to the hair as ROWLAND'S MACASSAR OIL, and if you have never used it, you are strongly advised to procure a bottle without delay, and continue using it; also in a golden colour for fair hair. Sold by Stores and Chemists. [1364-3]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

We have already published the report of the above Company. The following is the statement of accounts to 30th April, 1901:—

LIABILITIES.	\$ c.
Capital—	
30,000 shares each \$10 paid up	300,000.00
30,000 shares each \$5 paid up	150,000.00
Sundry creditors	4,494.00
Dividends unclaimed	3,105.45
Balance of profit and loss account	55,831.89
	\$513,421.34

ASSETS.	\$ c.
Plant, cost of, as per last account	239,354.23
Less amount provided for depreciation	24,354.23
	\$215,000.00
Cost of plant, since added	52,348.01
	\$267,348.01

PROPERTY, COST OF LAND AND BUILDINGS.	\$ c.
Stores and coal, stock of	60,938.66
Cost of buildings since added	20,831.98
	\$81,770.64
Installation material, stock of	51,519.53
Stores and coal, stock of	48,150.37
Tools, &c., stock of	9,024.73
Furniture, cost of, as per last account	1,340.50
Cost of furniture, since added	\$48.00
	\$109,094.23

INSURANCE, VALUE OF UNEXPIRED PORTIONS OF POLICIES.	\$ c.
Sundry debtors	640.00
Hongkong and Shanghai Bank, cash with	15,911.15
Cash, with agents	9,061.80
	\$25,573.95
	\$13,421.34

WORKING ACCOUNT.

Dr.	\$ c.
To installation material	32,454.39
To salaries and wages	32,338.44
To cost of plant	20,831.98
To stores	10,315.45
To office expenses	4,494.00
To rent and taxes	3,919.75
To charges	2,076.64
To insurance	1,282.73
To repairs	\$80.22
To bad debts	210.80
To tools	210.40
To sundries	200.00
To amount carried to profit and loss account	53,782.48
	\$171,814.32

Cr.	\$ c.
By gross earnings of the Company	170,749.25
By interest	1,017.32
By scrip and transfer fees	47.75
	\$171,814.32

PROFIT AND LOSS ACCOUNT.

Dr.	\$ c.
To amount available for appropriation	55,831.89
	\$55,831.89

Cr.	\$ c.
By amount of undivided profit, as per last account	1,049.41
By balance of working account, brought down	54,782.48
	\$55,831.89

GIBB, LIVINGSTON & CO., Agents.

HONGKONG, 14th June, 1901.

MANAGER'S REPORT.

The Directors, the Hongkong Electric Company, Limited.
Gentlemen,—I have to report that the lamps and fans connected to the Company's Incandescent Lighting Service on the 1st June were equivalent to upwards of 13,400 lamps of 3 candlepower.

The number of arc lamps supplied, viz., 84, remains the same as at the date of my last report.

During the year, new and improved arc lighting dynamos have been laid down to take the place of the original dynamos, which had been in service for more than ten years. The new machines are giving every satisfaction.

The incandescent lighting plant has been increased by the erection of an improved pattern steam alternator to furnish supply during the daytime. This machine takes the place of one of the older pattern dynamos, and is found to be a great improvement as it is more suitable for the service of fans.—I remain, gentlemen, your obedient servant,
W. H. WICKHAM, Manager.

HONGKONG, 14th June, 1901.

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WHO.

KNOWS.

ANYTHING.

SAYS.

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SIEMSEN & CO.

UNION OF HAMBURG UNDER-
WRITERS.
Insurers of Hull and Machinery of
S.S. "HAINAN."
Hongkong, 21st June, 1901. [1355]

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A NILE LOVE STORY.

BY
JAMES BAKER(Author of "John Westcott," "The Glening
Dawn," "The Cardinal's Eye," &c.)

It was a grey, crisp morning, with quite a
respectable fog veiling the domes and
minarets of the mosques in Cairo. But we were
going south, up the Nile, on into Nubia, leaving
even Cairo mists behind us, so what did we care
for this kind of England's climate: soon the
Mehemet Ali was churning up old Nile's brown
waters, our traps were all arranged in the
comfortable little berths, and we began to look
about to see with whom we should chum during
the six weeks to be spent on board the boat.

As a journalist I had plenty to do in inter-
viewing Mudirs or Omdes, and studying the
work done since our occupation, but my com-
panion, Frank Clynton, had sought to do but
amuse himself, so he promptly strolled round
the ship to look up pleasant company.

Frank spelt his name with a Y. His ancestors
had fought at Agincourt, and so the name was
written in the roll of the retinue of the Duke
of Gloucester, who fought on that fatal field.
And as his ancestors had decided that England,
and as his ancestors should be victorious, he felt a pride
in our Egyptian work. He was a cynical
woman later: loved to lead women on in con-
versation until they had made pretence of
knowledge of a subject, then put a pointed
question that discomfited them, and then with
crude courtesy helped them in their difficulty.

I was longing to see him caught by some
clever girl, who would fool him as women can
fool a man: he deserved it, but yet he was such
a good fellow at heart, I hoped his punishment
would be light. At present he seemed irrespon-
sible, would some Egyptian Cleopatra make
an Antioch of him.

For many hours we were both on deck, for
we were nearing Memphis, where we should
get our first gallop ashore, and see all our com-
panions.

In amongst the crowd of shouting Arabs we
passed, and as we rode away, when there
passed me at full gallop, a young girl,
keeping her seat with difficulty. Here, she
called as she passed. "Sir!" with a shriller
accent. Frank followed up to her. "Just you
tell this boy not to bang this donkey: every
time he does I nearly go off." Her accent
betrayed her for an American. Our riding up
lessened the vigour of her mount, and she was
able to place her hat firmly upon her head,
instead of its floating away behind, to press her
dark wavy hair into order, and as Clynton was
assuring her he would prevent the Arab
"banging" her steed, there rode past us an
English girl and the young doctor of the ship.

"Mr. Clynton has just saved me," cried the
American, "and the English girl laughed
heartily at her tumbled appearance, and said,
as she rode on, "Congratulations Mr. Clynton
on his rescue."

"Who is that?" said Frank.
"That's the ship's doctor, he's just got to
cure us if we get fever, and we've all got to
get it, they say."

"Oh, Miss Dacre. She came on board the
Oron at Gih. Don't you know her?"
"No."

"Well, you'd better, she's just nice."
"So the doctor seems to think."

The Doctor was riding close to Miss Dacre
with his head bent towards her.

"It's well to keep friends with the doctor on
this trip," said the American.

That evening when all were on board again,
and the little steamer was puffing along past
tall palms that came out dark against the sky,
and oxen and camels, with the Arabs leading
them, were silhouetted black against the orange
glow, the deck was crowded with chattering
talking over the day's adventures: a musical
Germán Baron was rippling over German and
English melodies on the piano, a little group
near him sometimes joining in low harmonies.

Miss Dacre was seated with her mother in
low deck chairs, and just as Frank and his new
friend, the little American (whom I had found
by the passenger list was a Miss Jane White-
house, of Philadelphia), came on deck, the doctor
was leaning over them, insisting they must have
wraps: as he disappeared down the gangway,
Miss Whitehouse drew a chair in front of the
Dacres, and with a wave of her hand beckoned
Frank to join them.

All were in evening dress, and Helen Dacre's
finely cut features, dark wavy hair, and white
well-matched neck and full bust, were lit in half
lights by the after-glow of the sunset sun and
the lamps that hung above her head from the
awning.

She was a petite Cleopatra, but an intellectual
one, I thought, as I leaned against the gunwhale,
and watched the group.

"Mr. Clynton, spelt with a Y mind, and he's
just downright particular about that, says he
does not know you, and so I've just brought him
along," said Miss Jane.

Frank bowed an acknowledgement of this
queer introduction.

"We met very closely before to-day. I fear
I startled you in the tomb of Apis."

"Was it you?" exclaimed Miss Dacre, "stand-
ing near that great tomb? You did startle me.
I wanted to get into the darkness alone to
imagine what it all meant, and your white
figure seemed so ghost-like in the gloom."

"I am so sorry," exclaimed Frank.
"Well now, that's just what you wanted,"
chimed in Jane. "If you hadn't been frighten-
ed it just wouldn't have been worth the trouble.
Isn't that so, Miss Dacre?"

"It did add to the sensation of wandering
through those dark tomb passages," said Miss
Dacre. "Oh, thank you doctor."

"But," said the doctor, who had brought up
the wraps, "you really must not sit so long,
there is a heavy dew after sundown."

"What, not with this heavy cloak?" exclam-
ed Mrs. Dacre.

"I thought you might be tired," said the
doctor, but he threw a light wrap round her
daughter Helen's shoulders, saying "shall we
go for a stroll, the moon is rising?"

Frank Clynton felt savage at this pale-faced
young medical man, that an African sun seemed to
tan: what right had he to interrupt a chat that
was just getting interesting? He looked after
them as they strolled away, but Mrs. Dacre
compelled him to turn to her by saying: "Don't
you dread this terrible fever, Mr. Clynton?"

"Oh, but few get it on this lower part of
the Nile, Mrs. Dacre," he replied.

"I don't know; the doctor says we can't be
too careful."

"Well, he's just got to frighten people into
fleeing. That's what he's here for, I guess,"
chimed in Miss Whitehouse.

"Oh, I am sure Dr. Pembroke does not think
of fear."

"The bills come in at the end of the voyage.
I believe," said Frank.
"Oh, I could not have ventured on this terri-
ble journey without knowing a doctor was near.
I suffer, you know, Mr. Clynton, from a weak
heart," and Frank had to listen to many dis-
tressing symptoms. As he looked away he saw
the doctor with his back to the ship's side,

whilst the light from the crescent of the ruddy,
deep-golden moon, as it threw a golden wake on
the sways of the Nile waters, lit up the face of
Helen Dacre. He would have liked to have
tilted that doctor over the side.

The days went on right merrily on board the
Mehemet Ali. Land parties explored temples,
and dived into subterranean passages. Little
accidents and little ailments brought most of
the ladies to the doctor. One morning as I was
reading in the little saloon, I heard Miss Fan-
shaw, a fair-haired London girl, stop him with
the complaint: "Oh, doctor, my lips are so
rough: it is a terrible sand and heat!" said the
thin, weak voice of the doctor.

"Oh, thank you, you are kind," came the re-
sponse, and the interview ended.

Frank and the little American and the Dacres
had become fast friends; we were at the same
table for meals: but at other times the doctor
asserted his sway, and with a pretence of chat-
ting to Mrs. Dacre on her ailments, really talked
intimately with her daughter. After lunch in
the heat of the day, as the ship slowly churned
stream upwards, the passengers generally
lounged in deck chairs on the shady side of the
deck, but pretty often Miss Dacre might be
found seated in the sun with the doctor.

"That man's a perfect bore," said Frank one
day, as this sort of thing was going on.
"Write a sarcastic epigram on him."

"He is too thick-skinned to take it."
"Perhaps she is not," I said. "How would this
do?"

"Deserted was the sunny side,
Twins crowded round two shady.
But in the sun still two there sat
The doctor and a lady."

"What's the good of that?" growled Frank.
"Don't know," said Miss Jane Whitehouse.
I answered, I saw Frank scribble the lines
down, and he got up and walked away.

That night at dinner Miss Dacre was on my
right hand, and Frank was sitting opposite to
her, the little American on his left, when just
as the dessert appeared, Miss Jane produced a
sheet of notes paper with some rude Egyptian
hieroglyphics upon it—the usual winged orb
and comb, the sacred hawk, half moon, and
circle, and two queer little figures. This she
handed to me, saying,

"That's some hieroglyphics I found in that
temple to-day, seems to me they are modern."

"The paper is modern enough," I said.
"Now I wonder if anyone can read them?"
Just think it out a bit."

I declined the task, and passed it on, wonder-
ing what the little woman was meaning. The
paper went round the table, but when it came
to the end, a man who professed to have a
fair knowledge of the hieroglyphics turned it
over and appeared to be writing a translation of
it.

"Now! the Professor has got it," ex-
claimed Miss Whitehouse. "Now that might
be a real bit of old history. I just love history,
don't you, Mr. Clynton?"

"Why, his ancestors fought at Agincourt," I
exclaimed. "Has he not told you so? that ac-
counts for the Y in his name."

"Is that so? Well now, that's just delicious.
To think that I should meet someone whose
ancestors fought at Agincourt. Why, we've got
all about it in the school books; but this history
about here is older."

"Life is the same, Miss Whitehouse. Human
nature never changes," cried an old Scotch
traveller. "And perhaps those hieroglyphics
are a bit of homely life of long ago."

"The Professor's got them; they seem funny."
The queer little drawings were being passed
back along the table, and smiles were lighting
the faces of those who looked at them, and then
turned to the back for the translation.

"Capital translation, Professor. Those old
Egyptians were very modern," said one.

"History repeats itself," said another.
"You don't say whether it was a temple or a
boat."

"Oh, a boat," said the Professor; "don't you
see the bark?"
(To be continued.)

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Colony, Mr. R. DE CHAMPEAUX
will assume the CHARGE of the above Com-
pany's Agency at this port.

G. DE CHAMPEAUX,
Agent.

Hongkong, 29th June, 1901. [1614]

NOTICE.

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as SHABE and GENERAL BROKERS
will in future be conducted under the Style
and Firm of

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Hongkong, 1st July, 1901. [1645]

NOTICE.

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HAY BERRY MITCHELL will be
MANAGER of our Hongkong Business and
will SIGN our Firm PER PRO.

H. PRICE & CO.
Hongkong, 1st July, 1901. [1648]

NOTICE.

NOTICE IS HEREBY GIVEN that
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LONDON & ANTWERP	GLENECK	Brit. str.	—	J. Rafferty	McGREGOR BROS. & GOW	On 11th inst.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst.
LONDON	ALCINOUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	PELEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th August.
LONDON	GLAUCUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
LIVERPOOL DIRECT	KLAUTSCHOU	Ger. str.	—	P. Luneschloss	MELCHERS & CO.	On 11th inst., at Noon.
BREMEN, via PORTS OF CALL	WAKASA MARU	Jap. str.	—	J. B. McMillan	NIPPON YUSEN KAISHA	On 12th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
MARSEILLES & LONDON	SAMBIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 12th inst.
HAVRE, BREMEN & HAMBURG	WUERZBURG	Ger. str.	—	Schneider	HAMBURG-AMERIKA LINIE	On 26th inst.
HAVRE & HAMBURG	ACILIA	Ger. str.	—	v. Döhren	HAMBURG-AMERIKA LINIE	On 9th August.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 2nd September.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Porzelius	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	LOWTHER CASTLE	Brit. str.	—	—	DODWELL & CO. LIMITED	To-day.
NEW YORK via PORTS & SUEZ CANAL	INDIAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 10th inst.
NEW YORK via SUEZ CANAL	ABABA	Brit. str.	—	Williamson	SHAW, TOMES & CO.	On or about 1st August.
NEW YORK via SUEZ CANAL	L. SCHEFF	Amr. ship.	—	—	CARLOWITZ & CO.	Quick despatch.
NEW YORK	I. F. CHAPMAN	Amr. ship.	—	—	ARNHOLD, KAMBERG & CO.	Quick despatch.
TRIESTE, &c., via PORTS OF CALL	MARIA VALERIE	Amr. str.	—	Berberovich	CANADIAN PACIFIC R. CO.	On 17th inst., P.M.
VANCOUVER, via MOJIL, &c.	TARTAR	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	Quick despatch.
VANCOUVER, via SHANGHAI, &c.	QUEEN OF JAPAN	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 17th inst.
VICTORIA, B.C., & TACOMA, via SHANGHAI, &c.	EMERSON ADLAIDE	Brit. str.	—	F. McNair	DODWELL & CO., LIMITED	On 8th inst.
VICTORIA, B.C., &c., via SHANGHAI, &c.	IZUMI MARU	Jap. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 8th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE	KANOW	Brit. str.	—	G. A. Rodway	JARDINE, MATHESON & CO.	Quick despatch.
PORTLAND (OR.)	INDRAPURA	Jap. str.	—	—	SHAW, TOMES & CO.	On 12th inst.
SAN FRANCISCO via AMOY, SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	To-morrow, at Noon.
SAN FRANCISCO via AMOY, SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	—	PACIFIC MAIL S.S. CO.	On 13th inst., at Noon.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—	Holmes	BUTTERFIELD & SWIRE	On 6th inst.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	On or about 14th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	von Döhren	GIBB, LIVINGSTON & CO.	On 24th inst., at 4 P.M.
AUSTRALIAN PORTS	ACILIA	Ger. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
YOKOHAMA & KOBE	KAWACHI MARU	Jap. str.	—	—	HAMBURG-AMERIKA LINIE	To-day, at 5 P.M.
YOKOHAMA & KOBE	TSURUHIKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 5th inst., at Daylight.
YOKOHAMA & KOBE	BINGO MARU	Jap. str.	—	F. Davies	JARDINE, MATHESON & CO.	On 6th inst., at 3 P.M.
YOKOHAMA & KOBE	KASUGA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
YOKOHAMA & KOBE	HIROSHIMA MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
YOKOHAMA & KOBE	KWEIYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
YOKOHAMA & KOBE	ANNAM	Brit. str.	—	Sellier	MESAGRIES MARITIMES	On or about 3rd inst.
YOKOHAMA & KOBE	BENGAL	Brit. str.	—	S. Barclay	P. & O. S.-N. Co.	On or about 5th inst.
YOKOHAMA & KOBE	WUENING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th inst.
YOKOHAMA & KOBE	HEIKO-HO	Brit. str.	—	Crawford	SHAW, TOMES & CO.	On 6th inst., at 3 P.M.
YOKOHAMA & KOBE	BANCA	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 18th inst.
YOKOHAMA & KOBE	SIAM	Ger. str.	—	Glahn	MELCHERS & CO.	Quick despatch.
YOKOHAMA & KOBE	MAIDZU MARU	Jap. str.	—	—	MITSUBI BUSSAN KAISHA	On 10th inst.
YOKOHAMA & KOBE	ANPING MARU	Jap. str.	—	K. Suzuki	MITSUBI BUSSAN KAISHA	On 17th inst., at Daylight.
YOKOHAMA & KOBE	DAIWIN MARU	Jap. str.	—	S. Ogata	MITSUBI BUSSAN KAISHA	On 7th inst.
YOKOHAMA & KOBE	HAIDONG	Brit. str.	—	Bathurst	DOUGLAS, LAPRAIK & CO.	To-day, at 10 A.M.
YOKOHAMA & KOBE	HAITAN	Brit. str.	—	Reach	DOUGLAS, LAPRAIK & CO.	To-morrow, at 10 A.M.
YOKOHAMA & KOBE	YUENANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO.	On 6th inst., at 4 P.M.
YOKOHAMA & KOBE	PERLA	Brit. str.	—	G. T. Blaxland	SHAW, TOMES & CO.	On 8th inst., at 5 P.M.
YOKOHAMA & KOBE	TAIWAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 14th inst.
YOKOHAMA & KOBE	CATHERINE APCAR	Brit. str.	—	J. G. Offert	DAVID SASSOON, SONS & CO.	To-day, at 3 P.M.
YOKOHAMA & KOBE	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 19th inst., at Noon.

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July 2, FEICHING, British str., 983, Gordon, Canton 1st July, General—BUTTERFIELD & SWIRE.
July 2, KANTU, British str., 1,240, Arnold, Canton 1st July, General—BUTTERFIELD & SWIRE.
July 2, LOWTHER CASTLE, British str., 2,361, Jackman, Yokohama 5th June and Amoy 30th, General—DODWELL & CO., LD.
July 2, IRINDA, British transport, 3,361, M. England, Calcutta 19th June.
July 2, YUENANG, British str., 1,128, P. H. Rolfe, Manila 29th June, General—JARDINE, MATHESON & CO.
July 2, HAITAN, British str., 1,183, J. S. Roach, Foochow 26th June, Amoy and Swatow 1st July, General—DOUGLAS LAFRAIK & CO.
July 2, FUKUOKA MARU, Japanese str., 1,240, Kagami, Keelung 26th June, Coals—M. B. KAISHA.
July 2, DEVANAGORE, German str., 1,037, H. Texter, Kolschlag 26th June, Rice and Wood—BUTTERFIELD & SWIRE.
July 2, KWEIYANG, British str., 1,062, A. W. Outerbridge, Tientsin, Chefoo and Weihaiwei 26th June, General—BUTTERFIELD & SWIRE.
July 2, SIAM, Danish steamer, 2,488, Glahn, Singapore 26th June, General—MELCHERS & CO.
July 2, UMTA, British transport, 3,450, R. W. Gimblitt, Taku 25th June and Weihaiwei 26th.

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Loongmoon, German str., for Shanghai.
Jacob Dieckmann, German str., for Hoikow.
Goswin, German str., for Saigon.
Apenrade, German str., for Haiphong.

DEPARTURES.

July 2, RAJAH, British transport, for Taku.
July 2, CLAVERING, British transport, for Taku.
July 2, LOONGMOON, German str., for Shanghai.
July 2, MABA KOLA, Ger. str., for Chiweichow.
July 2, BENALDE, British str., for Nagasaki.
July 2, DEUCALION, British str., for Shanghai.
July 2, KWONGSANG, British str., for Hongkong.

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2nd July.
ABERDEEN DOCKS.—P. C. Kiao.
Kowloon Dock.—Juno, Union, Iria, Hailan, Suez, Australia, Arctura, Kolschlag, Keongwan.
COSMOPOLITAN DOCK.—Colonies, München, Simangan.

SHIPPING REPORTS.

The British steamer Yuenang, from Manila 26th June, had light breeze and fine weather throughout the entire passage.
The British steamer Kueiyang, from Tientsin via Chefoo and Weihaiwei 26th June, had moderate S.E. winds and fog from Shantung Promontory to Heishan Island; from thence to port moderate S.W. monsoon and fine weather.
The British steamer Hailan, from Foochow 26th June, Amoy 29th and Swatow 1st July, had fresh S.W. monsoon and light S.W. sea throughout; light S.W. monsoon and smooth sea. From Swatow to port fresh S.W. monsoon and moderate to heavy S.W. sea. Vessels in Foochow—French cruiser Descazes. In Amoy—Str. Hong Wan I. In Swatow—Str. Benditche, Lee Yuen, Tailee, Chefoo, Fangshun and Singon.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—
Sassoon, Sons & Co.
MANUEL LILACINO, Amr. ship, Nichols—Standard Oil Co.
SEA WICH, American ship, Howes—Master.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HALLOONG."

Captain Bathurst, will be despatched for the above ports TO-DAY, the 3rd inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 2nd July, 1901. [1606]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain J. G. Offert, will be despatched for the above ports TO-DAY, the 3rd July, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 27th June, 1901. [1598]

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"ACILIA."

Captain von Döhren, will be despatched for the above ports TO-DAY, the 3rd inst., at 5 P.M.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 1st July, 1901. [1655]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"LOWTHER CASTLE" ... On 3rd July.

"HUDSON" ... About 1st Aug.

"HEATHBURN" ...

"JUPITER" ...

"SATSUMA" ...

* Calling at MANILA.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 3rd July, 1901. [878-1194-938]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"ANNAM."

Captain Sellier, will be despatched for the above ports on or about WEDNESDAY, the 3rd July, instead of as previously notified.

For Freight or Passage, apply to G. DE CLAMPEAUX, Agent.

Hongkong, 1st July, 1901. [2]

THE EAST ASIATIC COMPANY, LIMITED.

NOTICE TO SHIPPERS.

FOR SHANGHAI, FORT ARTHUR, AND VLADIVOSTOK.

THE Company's Steamship

"SIAM."

Captain Glahn, due here about WEDNESDAY, the 3rd July, a.c., will load here as above and will have quick despatch.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 27th June, 1901. [1608]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Steamship Steamship

"HAITAN."

Captain Roach, will be despatched for the above ports TO-MORROW, the 4th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 2nd July, 1901. [1665]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	BENGAL	About 5th	Freight or Passage.
	S. Barclay	July	
LONDON, &c.	CHUSAN	Noon, 6th	See Special Advertisement.
	C. L. Daniel	July	
MARSEILLES AND	JAVA	About 13th	Freight or Passage.
LONDON	G. W. Gordon, R.N.R.	July	
SHANGHAI AND	BANCA	About 18th	Freight.
JAPAN	G. W. Babot	July	

For Further Particulars, apply to

H. A. RITCHIE,

Superintendent.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA	HAVRE, BREMEN & HAMBURG	On 12th July. Freight.
Capt. Schmidt	(Calling at Singapore and Colombo)	
WUERZBURG	HAVRE & HAMBURG	On 26th July. Freight.
Capt. Schneider	(Calling at Singapore and Penang)	
ACILIA	HAVRE & HAMBURG	On 9th Aug. Freight.
Capt. v. Döhren	(Calling at Singapore and Colombo)	
ALEXANDRIA	HAVRE & HAMBURG	On 2nd Sept. Freight.
	(Calling at Singapore and Penang)	
SIBIRIA	HAVRE & HAMBURG	On 10th Sept. Freight and Passage.
Capt. Porzelius	(Calling at Singapore and Colombo)	

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 2nd July, 1901. [1051]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	KOBE AND YOKOHAMA	FRIDAY, 5th July, at DAYLIGHT.
J. S. Thompson		
INDRANI MARU	VICTORIA, B.C. AND SEATTLE, U.S.A., via SHANGHAI, MOJIL, HONOLULU, YOKOHAMA, MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	MONDAY, 8th July, at 4 P.M.
M. J. Currow		
WAKASA MARU	KOBE AND YOKOHAMA	FRIDAY, 12th July, at DAYLIGHT.
J. B. McMillan		
HIROSHIMA MARU	KOBE AND YOKOHAMA	TUESDAY, 16th July, at NOON.
T. Murai		
BINGO MARU	KOBE AND YOKOHAMA	FRIDAY, 19th July, at DAYLIGHT.
F. Davies		
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 19th July, at NOON.
K. Kori		
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th July, at NOON.
H. Fraser		
YAWATA MARU	HAMA, via MELBOURNE, via SYDNEY, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 26th July, at 4 P.M.
A. E. Moses		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

Hongkong, 1st July, 1901. [13]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
KLAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY ... 11th July.
BAYERN	THURSDAY ... 25th July.
STUTTGART	THURSDAY ... 8th August.
KONIG ALBERT	THURSDAY ... 22nd August.
PRINZESS IRENE	THURSDAY ... 5th September.
PRINZ HEINRICH	THURSDAY ... 19th September.
PREUSSEN	WEDNESDAY ... 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY ... 16th October.
SACHSEN	WEDNESDAY ... 30th October.
KLAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY ... 13th November.
BAYERN	WEDNESDAY ... 27th November.
STUTTGART	WEDNESDAY ... 11th December.
KONIG ALBERT	WEDNESDAY ... 25th December.
PRINZESS IRENE	WEDNESDAY ... 8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY ... 22nd Jan. 1902.
PREUSSEN	WEDNESDAY ... 5th Feb. 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY ... 19th Feb. 1902.
SACHSEN	WEDNESDAY ... 5th Mar. 1902.

ON THURSDAY, the 11th day of July, 1901, at Noon, the steamship "KLAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain P. Luneschloss, with MAIL, PASSENGERS, GEAR, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 9th July. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 10th July, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 10th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linens can be washed on board.

VESSELS ON THE BEATH.
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUP.
GLASGOW and LIVERPOOL.	"PATROCLOS"	On 10th July.
GLASGOW and LIVERPOOL.	"STENTOR"	On 23rd July.
GLASGOW and LIVERPOOL.	"TANTALUS"	On 29th July.
GLASGOW and LIVERPOOL.	"IDOMENEUS"	On 7th August.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"PROMETHEUS"	On 11th July.
LONDON	"ALCINOUS"	On 23rd July.
LONDON	"PELEUS"	On 6th Aug.
LIVERPOOL DIRECT	"GLAUCUS"	On 15th July.

Hongkong, 28th June, 1901.

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
BRISBANE, SYDNEY and MEL- BOURNE	"TAIYUAN"	On 6th July.
SHANGHAI	"WOOSUNG"	On 6th July.
TIENTSIN	"KWEIYANG"	On 10th July.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWN- SVILLE, BRISBANE, SYDNEY and MELBOURNE.		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Amoy, Shanghai, Naga- saki, Kobe, Inland Sea, Yokohama, and Hawaii)	THURSDAY, July 4, 1901, at NOON.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yo- kohama, and Honolulu)	TUESDAY, July 30, 1901, at NOON.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yo- kohama, and Honolulu)	THURSDAY, Aug. 24, 1901, at DAYLIGHT.

THE Twin-Screw Steamship

"AMERICA MARU"
will be despatched for SAN FRANCISCO
via AMOY, SHANGHAI, NAGASAKI,
KOBÉ, INLAND SEA, YOKOHAMA,
HONOLULU on THURSDAY, the 4th July,
1901, at Noon, taking Freight and Passengers
for Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS to
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have, between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.
Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 15th June, 1901.

FOR SHANGHAI, PORT ARTHUR,
CHEFOO AND NEWCHANG.

THE Steamship

"HSIEH-KO."
Captain Crawford, will be despatched for the
above ports on SATURDAY, the 6th July,
at 3 P.M.

For Freight, apply to
SIEMSEN & CO.,
Agents.

Hongkong, 29th June, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug. at Noon.
"DORIC"	THURSDAY, 15th Aug. at Noon.
"PERU"	SATURDAY, 31st Aug. at Noon.
"COPTIC"	TUESDAY, 10th Sept. at Noon.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN
FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA,
YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for
Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS to EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only)
are granted to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and
return voyage at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to points beyond San Francisco in the United States, should be sent to the
Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Company,
Queen's Building.

GEO. ECKLEY,

ACTING AGENT.

Hongkong, 3rd June, 1901.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"PERLA."

Captain G. T. Blair, will be despatched as
above on MONDAY, the 8th inst., at 5 P.M.

The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light and is supplied with a Refrigerating
Chamber.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.

Hongkong, 1st July, 1901.

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR ANPING (via SWATOW AND
AMOY).

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Saitani, will be despatched for
the above ports on WEDNESDAY, the 10th
July.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 1st July, 1901.

TO IMPORTERS FROM THE UNITED
STATES.THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.having Established a REGULAR SERVICE
OF STEAMERS FROM SEATTLE (Puget
Sound) to JAPAN, CHINA and the
PHILIPPINES, in conjunction
with theGREAT NORTHERN RAILWAY LINES
of the United States, are prepared to con-
tract for the conveyance of Goods from the
Pacific Coast and interior
points of U.S.A. to the Orient.

THE Steamship

"KINTUCK."

Sails from Seattle about the 10th of July;
"CHING-OW."

Sails from Seattle about the 24th of July;
"HYSON."

Sails from Seattle about the 10th of August;
"KAISOW."

Sails from Seattle about the 24th of August;
and will be followed by the Company's regular
sailings.

For further particulars, apply at
THE CHINA MUTUAL STEAM NAVI-
GATION CO.'S OFFICES, New York;
To the Agents of the Company at Japan,
China, Hongkong, Philippines and Straits.

FRANK WATERHOUSE & CO., General
Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for
the East, SHANGHAI.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 29th June, 1901.

THE UNITED STATES AND CHINA-
JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI"

will be despatched for the above port on or
about 10th July, 1901.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 14th June, 1901.

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"GLENESK."

Captain J. Rafferty, will be despatched for
the above ports on the 11th July.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th June, 1901.

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.Agents for and in connection with
THE OREGON RAILROAD AND NAVI-
GATION COMPANY.Operating the New First Class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT," "COMPANION,"
between HONGKONG and PORTLAND
(Or.), calling at about 50,000 English words,
MOJI, KOBÉ and YOKOHAMA.

THE Steamship

"INDRAPURA"

will be despatched for Portland (Or.) on or
about the 12th July.

Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.

For through rates of Freight and further
information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN TOMES & CO.

Hongkong, 22nd June, 1901.

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ABARA."

Captain Williamson, will be despatched for the
above port on or about 1st August, 1901.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 13th June, 1901.

FOR NEW YORK.

THE 3/4 A II American ship

"L. SCHEPP"

will load for the above port, and will have quick
despatch.

For Freight, apply to
CARLOWITZ & CO.

Hongkong, 3rd June, 1901.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN"

Captain Helms, will be despatched for the above
ports on WEDNESDAY, the 24th July,
at 4 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 1st July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STRAIT NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,
apply to—

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK OF
ELEY'S and KYNOC'S SPORT-
ING CARTRIDGES and NEWCASTLE
CHILLED SHOT.

20 BORE CARTRIDGES.

12 " "

16 " "

10 " "

8 " "

Wm. SCHMIDT & CO.,
Gunsmiths.

Hongkong, 3rd January, 1901.

S I E N T I N G .

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891.

MACHINERY and SUPPLIES.

Engines, Boilers, Pumps,
Wood Working and Iron Working Machinery,
Saw Mills and Saw Mill Supplies,
Sugar and Rice Mill Machinery,
Mining and Milling Machinery.

Write for Catalogues and Prices of what you require.
PARKE & LACY CO., 21 and 23, Fremont
Street, San Francisco, Cal., U.S.A.

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBERG & CO.

Sole Agents.

3190

QUAN WAH & CO.

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